

Using Augmented Reality to Reduce Workload in Offshore Environments

Malte-Jörn Maibach
Research Engineer

Michael Jones
Group Leader
Institute of Flight Systems
German Aerospace Center (DLR)
Braunschweig, Germany

Christian Walko
Research Engineer

ABSTRACT

Helicopters are routinely used to transport crew to and from maritime wind farms. Inclement weather situations and demanding tasks put a high workload on pilots during these missions. This paper describes two test campaigns assessing the utility of a low cost Head-mounted display (HMD) to reduce workload for commercial maritime operations. This system was implemented within the Air Vehicle Simulator (AVES) at the German Aerospace Center (DLR). Three tasks were flown with experienced offshore pilots, performed in a realistic scenario. Independent subjective assessments of both workload and situational awareness were obtained. Results from the studies show that the overall workload for all missions decreased when using the HMD. Opinions regarding overall benefit and advantages of the system were found to vary between pilots and missions.

ABBREVIATIONS

ACT/FHS	Active Control Technology / Flying Helicopter Simulator	RGB	Red Green Blue
AEO	All Engine Operative	RoRo	Roll-on, Roll-off
AR	Augmented Reality	SA	Situational Awareness
ASL	Above Sea Level	SAR	Search-and-Rescue
AVES	Air Vehicle Simulator	SART	Situation Awareness Rating Technique
COTS	Commercial off-the-Shelf	SAS	Stability Augmentation System
DLR	German Aerospace Center	SCAS	Stability and Control Augmentation System
DVE	Degraded Visual Environment	SD	Standard Deviation
FLI	First Limit Indicator	SDK	Software Development Kit
FoV	Field of view	TAS	True Airspeed
GPS	Global Positioning System	TLX	Task Load Index
GVE	Good Visual Environment	VFR	Visual Flight Rules
HEDELA	Helicopter Deck Landing Assistance		
HELMA	Helicopter Flight Safety in Maritime Operations		
HIGE /	Hover In / Out Of Ground Effect		
HOGE			
HMD	Head-Mounted Display		
HQ	Handling Qualities		
ICAO	International Civil Aviation Organization		
IFR	Instrument Flight Rules		
IMU	Inertial Measurement Unit		
LED	Light-Emitting Diode		
NASA	National Aeronautics and Space Administration		
NVG	Night Vision Goggles		
OEI	One Engine Inoperative		
PFD	Primary Flight Display		
PLT	Pilot		
RC	Rate Command		

INTRODUCTION

The increasing number of offshore wind farms has led to the continued growth of the maritime commercial helicopter market. Helicopters are used for the majority of transport and observation missions due to the speed and operational capabilities. In comparison to missions performed onshore, the offshore environment demands higher helicopter safety standards and crew experience requirements. Often when flying offshore, inclement weather conditions (e.g precipitation, cloud) can lead to low visibility, subsequently leading to Degraded Visual Environments (DVE). The minimum visibility for helicopter operations in European uncontrolled airspace is 800m, which includes most wind farms in close proximity to the German coast (Ref. 1). If the visibility is lower, missions must either be aborted or cancelled. Flights in low visibility with an absence of sufficient visual references may lead to a reduction in handling qualities (HQ) (Ref. 2), to a higher workload (Ref. 3) and to a reduction in situational awareness with an significant risk of spatial disorientation. All those factors can compromise flight safety.

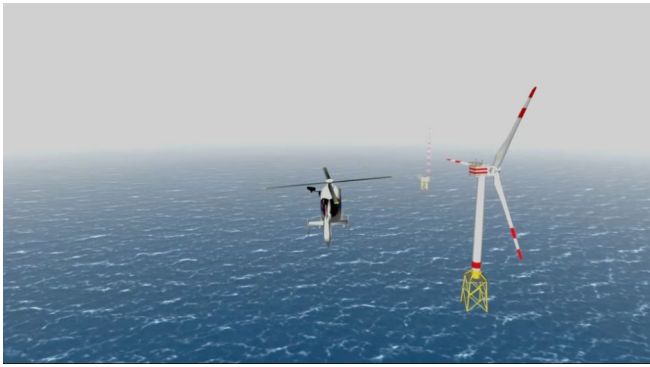


Figure 1. Approaching wind turbine AV4 in wind farm *alpha ventus*

During maritime missions, both the pilot and helicopter typically operate close to performance limits. Offshore helidecks on wind farm substations, ships or research platforms often provide no more than the minimum ICAO recommended landing site size (i.e. twice the overall length of the largest allowed helicopter) (Ref. 4). Picking up or releasing personnel requires a stable hover next to a wind turbine or a ship. This is a challenging task since it requires high concentration to maintain the desired position of the helicopter within potentially turbulent air. Furthermore this hover out of ground effect (HOGE) is often performed with the engines operating close to the respective performance limits. As a result, the pilot must closely observe the head-down engine instruments, to continuously monitor the component performance parameters. In dual-pilot operations, as performed by most civil operators as well as organizations like the Flight Service of the German Federal Police, those tasks require good crew coordination. In single-pilot operations, as performed by a limited number of commercial offshore operators, these tasks cause a high workload, especially during adverse weather situations.

To increase situational awareness in DVE conditions, additional cues can be provided. It is well known that Head-mounted displays (HMD) can be used to supplement other cues available to the pilot. A reduction in workload has been demonstrated in previous studies (e.g. (Ref. 5) and (Ref. 6)). Currently however, systems utilized in helicopters are expensive, and are therefore almost exclusively limited to military and research rotorcraft. Commercial offshore operators typically do not have the resources to install and maintain these systems.

PREVIOUS WORK

As part of the projects HELMA (Helicopter Flight Safety in Maritime Operations) and HEDELA (Helicopter Deck Landing Assistance), the German Aerospace Center (DLR) has been developing and evaluating pilot assistance systems to reduce workload and increase safety when operating in offshore environments. In these projects, there is a specific focus on the use of affordable solutions, which could be used to support commercial and civilian operations.

These projects have been undertaken in collaboration with the Flight Service of the German Federal Police, who is responsible for security and observation missions within German offshore wind farms.

After comparing various aviation-approved and commercial off-the-shelf (COTS) systems suitable as HMD in a research environment, the Microsoft HoloLens was chosen due to its innovative technology, adaptability and affordability. It features binocular color displays with an approximate field of view of $30^\circ \times 17.5^\circ$, an inside-out tracking using filtered data from four cameras and an inertial measurement unit (IMU) as well as wireless connectivity via WiFi and Bluetooth.

Integration of the HoloLens in the AVES Simulator

The HoloLens system was integrated into DLR's Air Vehicle Simulator (AVES). This is achieved through a connection of the HMD application via WiFi to an access point, which is connected to the simulator network. An interface computer routes the helicopter state data, as calculated within the real-time helicopter flight model, to the HMD application. The application is built using the game engine Unity3D and is written in the script language C#. The objects displayed inside the HoloLens are referred to as holograms.



Figure 2. Microsoft HoloLens as HMD in the AVES EC135 cockpit

As described in (Ref. 7), there were a number of challenges encountered during the integration of the HoloLens system into the AVES facility. One of these challenges was the alignment of the outside world presented on the simulator screen with the displayed objects inside the HoloLens. The dome projection of the simulator is a transformation of the generated world onto a sphere. This transformation needs to be repeated for the holograms in the HoloLens. To position the hologram sphere at the same position as the simulator dome sphere, a calibration process is necessary. A filter was integrated to remove "jittering" of head-fixed holograms. The image generation is set to guarantee a stable frame rate while providing detailed images without aliasing effects.

The inside-out headtracking of the HoloLens is driven by an internal filter algorithm which mainly uses the position and orientation data of an IMU for high-frequency movements and the image processing results of five cameras to determine its position within the environment. In various tests, it has been determined that the internal tracking is suitable within a stationary environment (i.e. a fixed-base simulation facility). To use the system within a dynamic environment (e.g. moving platform, vehicle), additional compensation or external headtracking is required. This is currently being investigated in DLR as part of the HEDELA project, in preparation for planned flight tests.

Symbology in the Helmet-Mounted Display

The HMD symbology is categorized into *world-fixed*, *helicopter-fixed* and *head-fixed* objects. While world-fixed objects are fixed to objects in the outside world, the helicopter-fixed objects are coincident with the position and orientation of the helicopter. Head-fixed objects always remain at the same position in the spectators field of view (FoV).

The *head-fixed* objects are based on the basic layout of a primary flight display without the horizontal situation indicator. As shown in Fig. 3 it consists of airspeed (1) and altitude (7) indicators, a bar displaying vertical speed (8) and a flight path marker (2).

The *world-fixed* objects are the heading indicator (3), an artificial horizon (6) and the highlighted obstacles (9). In the case of offshore investigations, obstacles include both offshore substations and wind turbines. The highlighted color can give additional information regarding the obstacle.

The attitude indicator (5) with a red slip indicator (4) is *helicopter fixed*, meaning its position is fixed to the helicopter nose. When it is out of view for the pilot (by turning the head), a small auxiliary attitude indicator will be displayed in the center of the head-fixed objects.

While most aviation-approved HMD are monochromatic green, the HoloLens uses full color RGB displays. This can be used to supplement information relayed to pilots. Objects within the same category, e.g. standard PFD indicators can be assigned with the same color. Furthermore the same color concept used on head-down displays can be transferred to the HMD. During the design of future systems, characteristics of human perception as well as environmental factors should be considered. At the current design stage, it can be chosen between a full monochromatic (white or green) layout or a color coded design as shown in Fig. 3.

TEST ENVIRONMENT

The simulation facility AVES is shown in Fig. 4. The simulator features three interchangeable modules; an Airbus A320 and an Eurocopter EC135 cockpit as well as a single aisle passenger cabin. These modules can be exchanged via a Roll-on-Roll-off (RoRo) system to utilize a full-sized six degree of freedom, hexapod motion platform or a fixed base platform.

For the investigations described within this paper, the fixed base platform was used. The projection system in both platforms consist of 12 LED projectors each with a resolution of 1920x1200 which provide a horizontal FoV of 240° and a vertical FoV of -55° to 40° (Ref. 8). All hardware and software systems within the AVES can easily be modified, which qualifies the simulator for a broad spectrum of research activities. In the development process of new systems and applications the AVES is used as the test platform after a desktop simulation and before the flight testing using DLR's research helicopter ACT/FHS.



Figure 4. The Air Vehicle Simulator (AVES) at DLR Braunschweig.

For the simulator trials, the EC135 cockpit was used, which has a similar instrumentation as the DLR's research helicopter ACT/FHS (Active Control Technology/Flying Helicopter Simulator). The helicopter flight dynamics were calculated using the HeliWorX real time model, based on the nonlinear helicopter model SIMH (Ref. 9). The HeliWorX model suite and its development is described in (Ref. 10). The model is based on the flight dynamics of the ACT/FHS. To perform the simulator studies, a Rate Command (RC) system, with stability and control augmentation system (SCAS) was selected. It provides attitude control for the pitch and roll axis, a stability augmentation system (SAS) for the yaw axis and direct control for the collective axis. This type of control system corresponds with the type typically used for current offshore operations. A more detailed description of the vehicle handling qualities is contained within (Ref. 3).

To enable the pilots to navigate through the wind farm, the integrated Garmin GNS-430 GPS was used. No higher automatic flight control system function (e.g. upper modes) were available. Missions were undertaken in a realistic maritime scenario. This is based upon the wind farm Alpha Ventus, which lies about 25 NM north of the island Borkum in the German North Sea.

The questions are grouped in the categories Demand (D), Supply (S) and Understanding (U) of the situation, each ranging on a seven point rating scale as shown in Fig. 24. The final SART score was calculated by the formula $SART = U - (D - S)$. Pilots were asked to award NASA TLX and SART following the completion of each test point.

Mission 1: Offshore Search-and-Rescue (SAR)

The first mission is a typical scenario performed by the Flight Service of the German Federal Police as federal coast guard organization and by helicopter operators in contract with wind farm operators. After receiving the order from a local rescue coordination center, the helicopter starts at its base, transitions into a cruise flight and descends to the target to perform the rescue maneuver. The simulated mission as shown in Fig. 5 starts in cruise flight at a position north-west of the island Borkum at 6500 ft ASL. The pilot is then instructed to proceed to waypoint HW751 and to descend after waypoint HW752 to the offshore substation in the Alpha Ventus wind farm. During the mission, the wind was 20 kt from 345° with a broken cloud layer (cloud base at 1000 ft). The mission was completed after reaching the Alpha Ventus offshore substation.

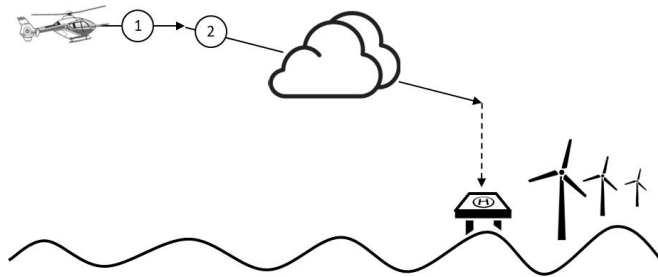


Figure 5. Vertical flight profile for Mission 1.

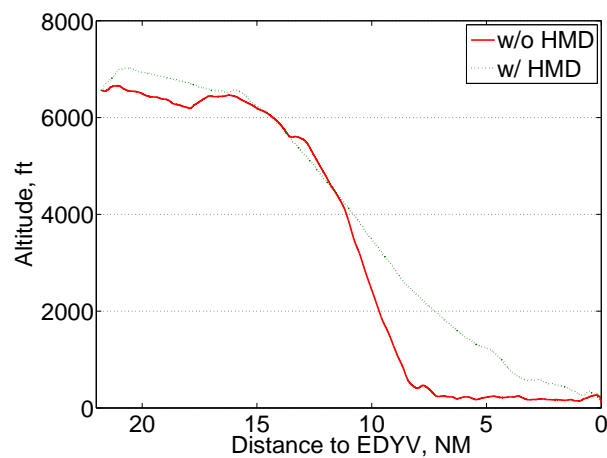


Figure 6. Vertical flight path of Pilot 1 without and with HMD in Mission 1

An example of the vertical flight path recorded for Pilot 1 in Mission 1 is shown in Fig. 6. During flights without the HMD, most pilots chose to initiate an earlier descent to 100-300 ft at a distance of 3-8 NM to the platform designated as EDYV. With the HMD, pilots generally performed more continuous approaches, with a constant rate of descent ending at the platform. This indicates a potential increase in situational awareness.

Mission 2: Navigation in the wind farm

The second mission was performed as shown in Fig. 7, within the wind farm. The task starts at the wind turbine AV7 and continues in an “L” shape to the next turbine. The mission starts in good visual conditions (GVE) with a horizontal visibility of 3000 m. Upon reaching each target wind turbine, the visibility was reduced gradually in the steps 3000 m – 700 m – 500 m – 400 m – 300 m – 100 m. The pilots were instructed to abort the mission as soon as they considered the visibility too low for visual flight.

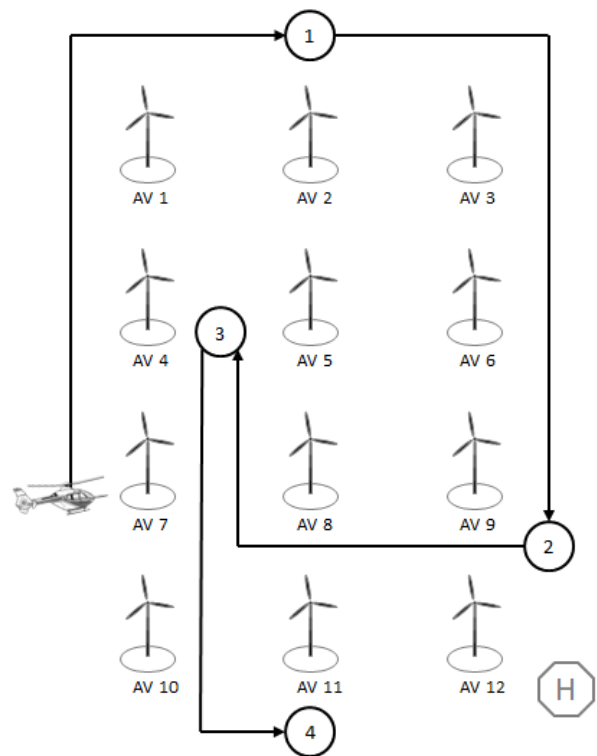


Figure 7. Horizontal flight profile for Mission 2.

As already stated in the first analysis published in (Ref. 11), using a HMD can bring multiple benefits compared to conventional displays. These are a reduced workload, increased situational awareness, perceived safety and operational availability for maritime environments in DVE.

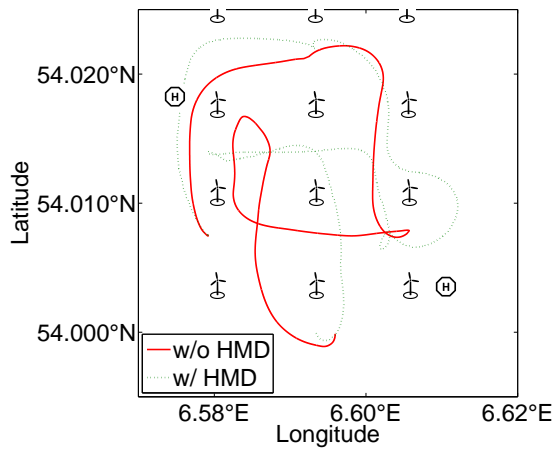


Figure 8. Complete flight path of Pilot 4 without and with HMD in Mission 2

The main objective of Mission 2 was to determine if a HMD has an effect on the minimum visibility acceptable for the pilots during maritime operations under visual flight rules (VFR). Tab. 2 shows the results of the pilots feedback on the visibility limit at which they would cancel the mission in real life. Here a clear difference was found between cases with and without HMD for three of the five pilots.

Table 2. Visibility abort limit for Mission 2

Pilot	1	2	3	4	5
w/o HMD	300m	100m	300m	400m	300m
w/ HMD	300m	100m	100m	100m	100m

In the initial planning of the first campaign was an additional hover mission which could not be conducted due to time constraints. Therefore, a second campaign was planned. Furthermore, during the first study, pilots asked for an engine indication in the HMD which could further decrease the necessity of glances to the head-down instruments.

Second Piloted Campaign

The focus of the second study was to evaluate a potential decrease of workload in a third mission with high-precision helicopter control requirements. It was also used as an opportunity to evaluate the improvements to the HMD that were conducted based upon feedback received during the first piloted simulation campaign. These improvements included an additional first limit indicator (FLI) and a drift indicator.

The initial symbology in the HMD as shown in Fig. 3 was extended for the second study. The FLI was placed under the airspeed indicator (1 in Fig. 3) and a drift indicator placed under the altitude indicator (7 in Fig. 3). The layout of both instruments is shown in Fig. 9. The FLI was configured to appear at values above 6.0, since the relevant engine limitations for the ACT/FHS are above this value.

In normal all-engine operative (AEO) mode, only the AOE relevant ranges and limits are displayed. When in one engine inoperative (OEI) operation, the additional limits, as noted in the respective rotorcraft flight manual, are displayed.

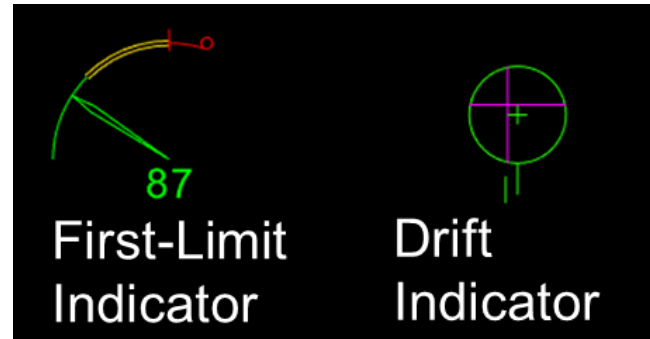


Figure 9. FLI and drift indicator in the HMD

The drift indicator was configured to appear at a groundspeed of 10 kts. Below a groundspeed of 2 kts a higher zoom level is activated. The appearance and zoom values were determined by pilots feedback and the evaluation of mean groundspeed values during hover in previous campaigns. Two purple bars show the drift speed in the longitudinal and lateral axis.

During the second study, only pilots with offshore experience participated, as shown in Tab. 3. The average age of the pilots was 46.6 (SD 8.6) years. All of them were familiar with NVG goggles and two of them flew regularly with military helicopters using HMDs.

Table 3. Experience of pilots in the second study

Pilot	Total Flight Hours [h]	Offshore Experience	HMD Experience	Test Pilot
A	4600	Yes	Yes	Yes
B	3100	Yes	Yes	Yes
C	22500	Yes	No	No
D	3955	Yes	No	No
E	1510	Yes	No	No

Evaluation Methods

In addition to the NASA TLX and SART scales as introduced in the evaluation methods for the first campaign, the Bedford Workload Rating (BWR) scale was used for the evaluations in Mission 3. The Bedford Workload Rating scale is a ten point subjective decision tree based scale, used to evaluate pilot's spare capacity during a specific task (Ref. 14). The ratings range from "Workload insignificant (1)" to "Task abandoned. Pilot unable to apply sufficient support (10)" as shown in Fig. 23. A Lickert-type questionnaire as shown in Fig. 18 was used to query the pilots opinion on the FLI design.

Mission 3: Hover close to a wind turbine

As with Mission 1 and 2, Mission 3 was conducted in the Alpha Ventus wind farm. It consisted, as shown in Fig. 10, of the final approach to the offshore substation to drop off personnel, a flight to the wind turbine AV4, a stable hover to pick up personnel by hoist and a return to the offshore substation.

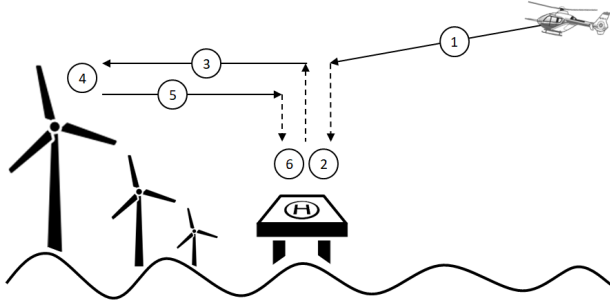


Figure 10. Vertical flight profile for Mission 3.

After the first landing at the offshore substation, the weight of the helicopter was reduced by 100 kg, to simulate a drop off of personnel. During a power check while hoisting at the wind turbine the weight of the helicopter was increased by 100 kg. The pilots were instructed to comply with the 30 s OEI limit (128 % torque for one engine or 64 % with both engines) during the hosting at the wind turbine. During the landing maneuver at the offshore helideck and during hosting, pilots were asked to follow standard offshore operation rules (e.g. CAT A landings / take-off). As in real operations, the head and blades of the wind turbine in the visualization are rotated pointing into the wind direction during this mission.

RESULTS

The objective analysis of the recorded mean true airspeed (TAS) and flown distance during Mission 3 are shown in Tab. 4 and 5. With the exception of Pilot C, only minor differences were found between flown distances from the platform to the wind turbine and mean TAS. The flight path of Pilot C is shown in Fig. 11. While the other pilots flew almost the same flight path with and without the HMD, Pilot C chose a much shorter path with HMD. This indicates a higher situational awareness with the HMD for Pilot C.

Table 4. Mean TAS velocity (m/s) in Mission 3

Pilot	A	B	C	D	E
w/o HMD	25.6	20.5	25.1	21.6	23.6
w/ HMD	26.1	20.0	17.9	23.2	23.9

Table 5. Flown distance (m) from EDYV platform to turbine 4 in Mission 3

Pilot	A	B	C	D	E
w/o HMD	3376.6	2717.2	4419.0	3002.4	5761.6
w/ HMD	3497.5	2662.4	2832.1	3012.0	5754.9

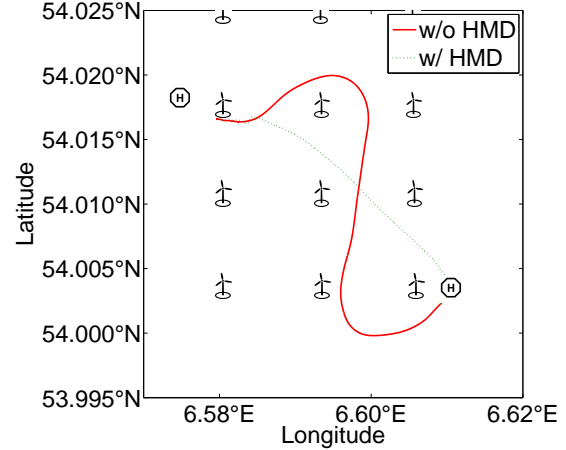


Figure 11. Flight path of Pilot C without and with HMD in Mission 3

Consistently through the flights, all pilots kept a safer distance to the wind turbines with the HMD. An example is shown for Pilot A in Fig. 12. This indicates that the situational awareness is increased by the supplementary information displayed in the HMD.

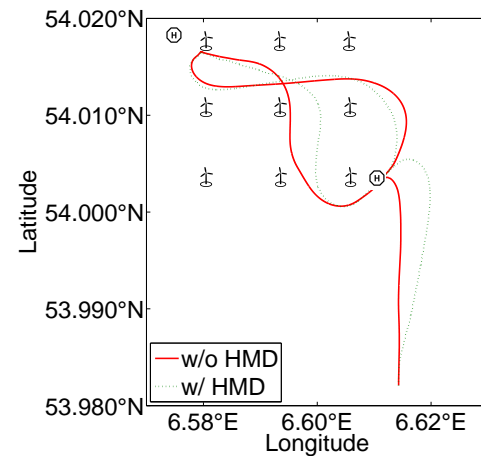


Figure 12. Complete flight path of Pilot A without and with HMD in Mission 3

Cyclic deflections from Mission 3 tests are shown in Fig. 13. Pilots A and C show a different control behaviour with lower amplitudes in the longitudinal and lateral axis to stabilize the aircraft with the HMD.

These pilots were the most experienced involved in the study. This result suggests that experienced pilots were better able to utilize and process the additional information provided by the HMD to stabilize the helicopter.

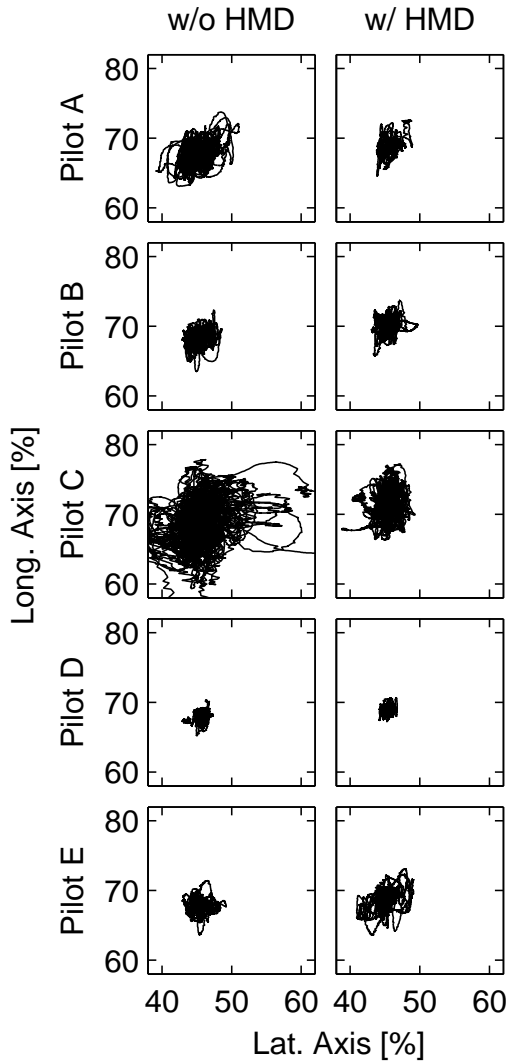


Figure 13. Cyclic Deflections during hover at wind turbine AV4 for Mission 3

Situational awareness

In both campaigns an increase of situational awareness, with the exception of Pilot 2 in Mission 1, can be seen from the SART evaluation as shown in Fig. 14. In Missions 2 and 3, where the pilots had to fly in the wind farm close to the wind turbines at DVE conditions a similar increase of the SART score ($\Delta SART_{1,2} = 9$) can be seen. This corresponds with pilot feedback and comments.

For all three missions, the situational awareness rating with the HMD are less scattered. This result might be an indication that the information displayed in the HMD reduces the impact of pilot experience on situational awareness.

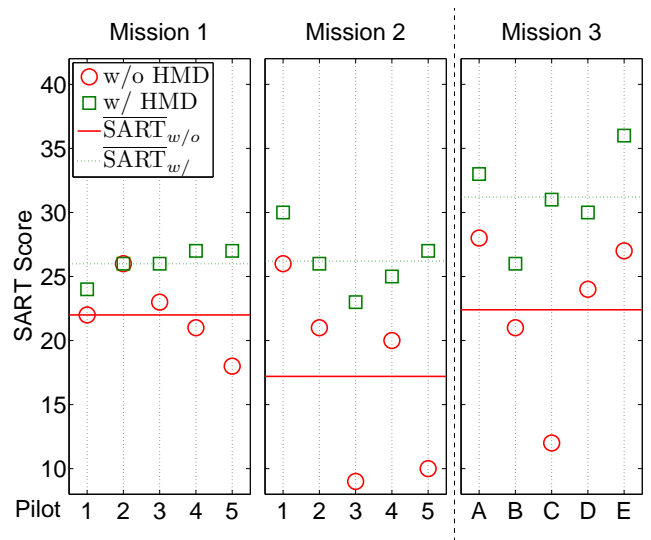


Figure 14. SART for Mission 1-3

Workload

The raw NASA TLX overall workload ratings for all missions are shown in Fig. 15. Results show a small decrease in workload with HMD for all missions. A higher overall workload with the HMD was experienced by one pilot in Mission 1 and by two pilots in Mission 2. The complete NASA TLX scores as shown in Fig. 19 - 21 show a wide spread in all subcategories with and without the HMD for the individual pilots. Since the workload of a task is strongly dependent on the experience, this is an expected result considering the differences in pilot experience as listed in Tab. 1 and 3. During the first campaign (Mission 1 and 2) all of the pilots experienced a lower or equal physical demand and four of five pilots a higher or equal temporal demand with the HMD.

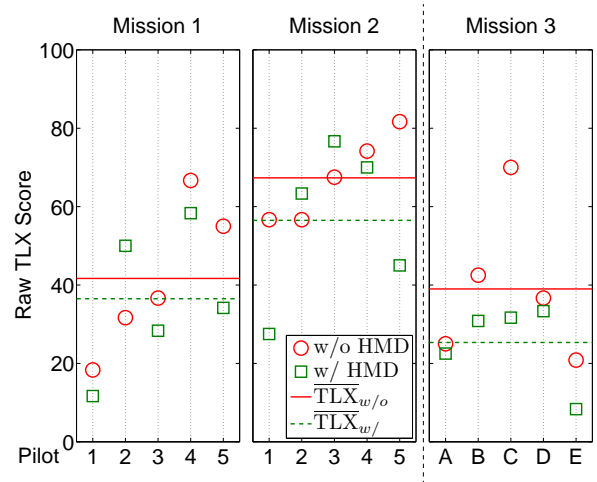


Figure 15. NASA TLX Overall Workload Ratings for Mission 1 - 3

During the second campaign, all pilots agreed on a lower physical demand and a better performance during the task by using the HMD. In comparison to Mission 1 and 2 the overall workload rating in this mission is consistently lower with the HMD for all pilots. Judged by the recorded flight data as noted in Tab. 4 and 5 there is only a slight increase of mean velocity and a decrease of the flown distance for three of five pilots.

The Bedford Workload ratings for Mission 3 (hover task) are shown in figure 16. All pilots gave either the same or a better workload rating for the run with the HMD.

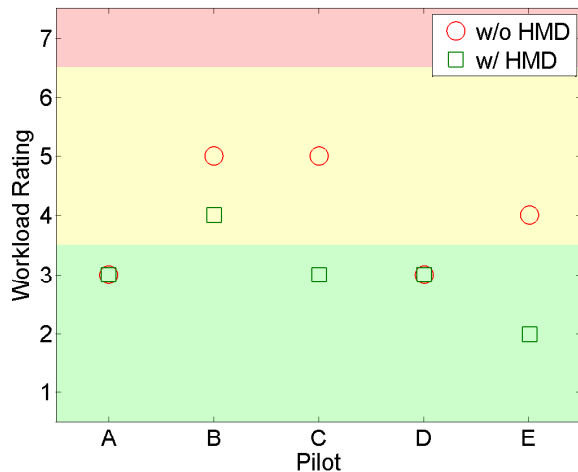


Figure 16. Bedford Workload Ratings for Mission 3.

Symbology

All pilots asked for a decluttering function with different information layouts e.g. for cruise flight and hover. They liked indicators which have the same dimension as the head-down indicators. In addition to the general helicopter performance limits four of five pilots asked for an indication of the operational limits. These are limits required for CAT A and performance class 3 operation and for passenger comfort. The implemented FLI engine limits for performance class 3 were considered extremely helpful during hover operation by all pilots. As stated by two pilots the drift indicator misled to an excessive "follow-the-needle" precision. It was considered useful in environments with few visual cues such as hoisting on open sea.

The result of a Lickert questionnaire with questions related to the circular FLI layout is shown in Fig. 18. All pilots agreed that a FLI in a HMD can decrease the workload and that they would use it in good as well as bad weather situations.

Additional to the questionnaire, three of five pilots commented that the FLI/torque value below the indicator is an unnecessary information if the performance margins are color coded. Two pilots appreciated the additional numerical display to be aware of the exact remaining performance.

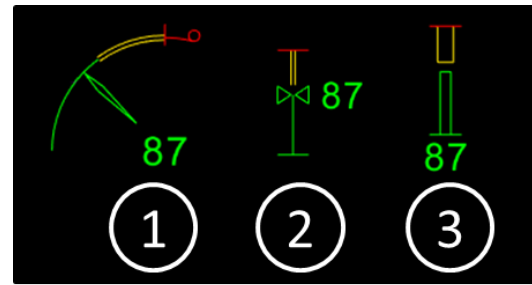


Figure 17. FLI-Designs circular (1), line (2), bar(3)

All pilots preferred the circular FLI design over a line or bar layout as shown in Fig. 17, since the perception of qualitative information and the rate of change was judged to be faster especially in tasks with high workload.

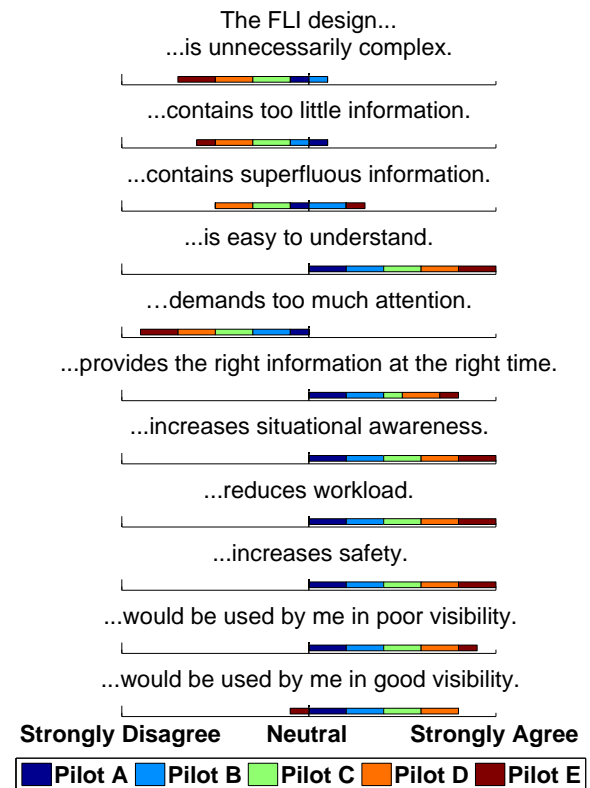


Figure 18. Answers of FLI Design Questionnaire

The feedback on the color concept of the display shows that pilots preferred the color coded design approach over a monochrome green or white layout, since this enables a filtering between the displayed information. All pilots would prefer a similar color concept in the HMD as in the head-down displays. Three pilots would reserve the color red for critical values on indicators and in a critical vicinity or on a critical path to an obstacle.

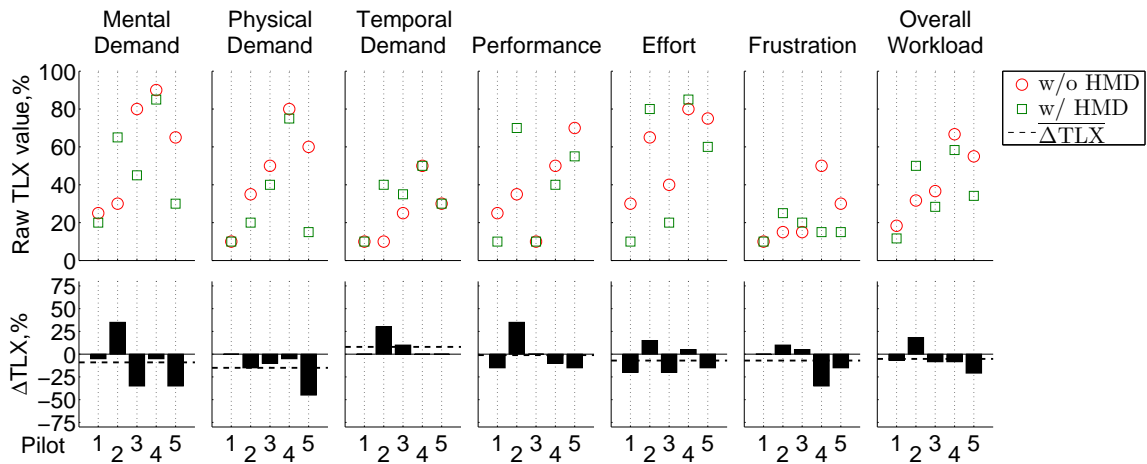


Figure 19. NASA TLX for Mission 1

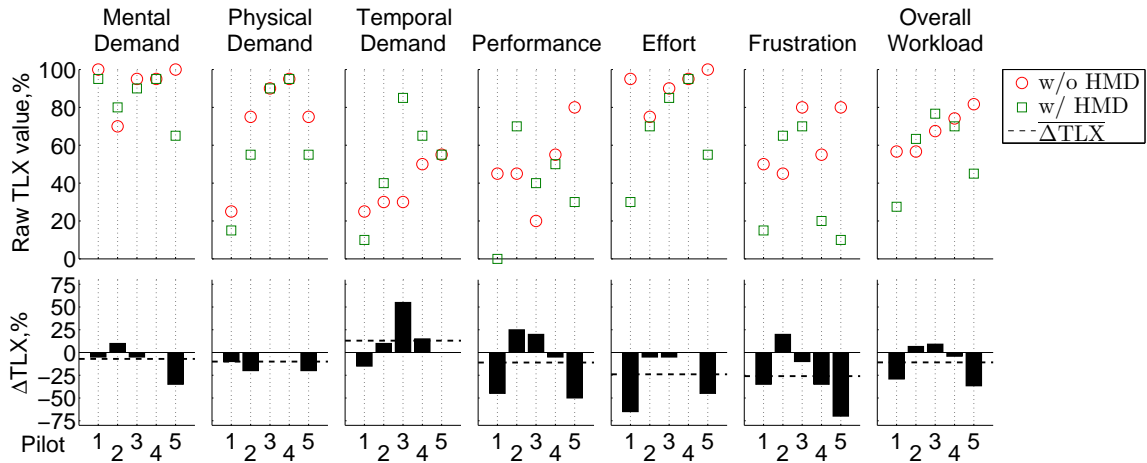


Figure 20. NASA TLX for Mission 2

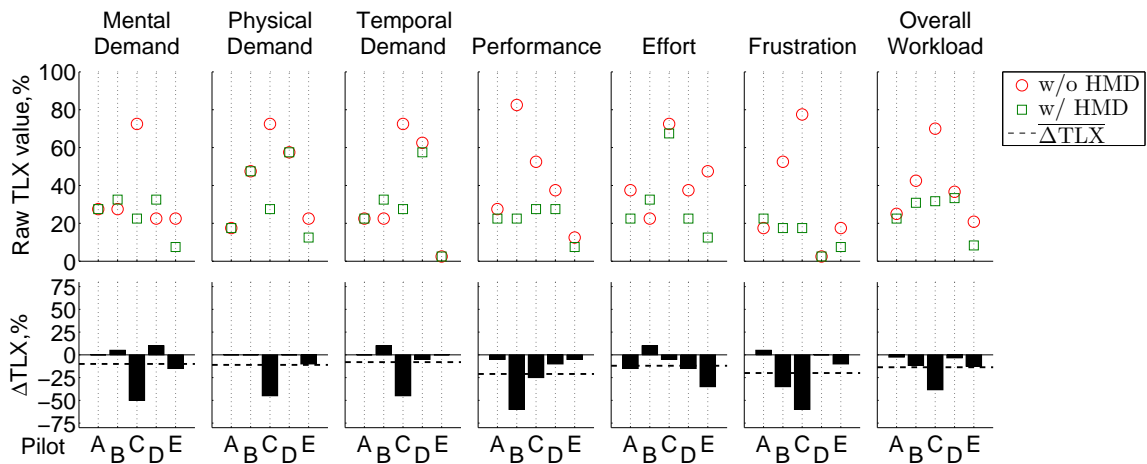


Figure 21. NASA TLX for Mission 3

Discussion

To determine the significance of the presented results, non-parametric statistics were applied. These are used with small sample size data sets, which are not normally distributed. For the evaluations with the two observations without and with HMD, a sign test was conducted. The result of the subjective data presented above shows that none of the results is significant within $p = 0.05$. This can be traced back to two main factors:

- Only a very small sample size (five subjects) was used.
- The change in parameters (deltas) of the values with and without HMD differs substantially between the individual pilots.

The results might also be influenced by familiarization effects with the environment. After having flown a couple of times within the scenery, in this study the wind farm *alpha ventus*, pilots have a higher situational awareness, recalling the position of obstacles. Furthermore, during the first campaign, three of five participating pilots had no experience flying in wind farms. In the second campaign all pilots had experience flying in wind farms (mostly other than *alpha ventus*) before. Therefore, a comparison of results collected between the two campaigns is difficult, especially with regard to situational awareness.

The task performance requirements (e.g. following a flight path) were deliberately not stringently constrained, to evaluate the difference in behavior without and with the HMD. This however complicated the comparison of objective data between the pilots since they followed different procedures. As an example, the pilots performed their usual CAT A take-off and landings with different vertical speeds ranging from 300-500 ft/min as defined by their company (e.g. for comfort).

A number of pilots complained about the weighing questionnaire for the NASA TLX. As a result only the raw TLX results were used for the assessment.

CONCLUSIONS

The focus of this paper was to evaluate a potential increase in situational awareness and a decrease in pilot workload when performing offshore operations utilizing an affordable HMD system. The AR glasses Microsoft HoloLens was selected for the investigation, and subsequently implemented in the AVES research simulation facility. During two simulator studies, potential benefits of the system were examined. In the first study, an offshore search-and-rescue and a navigation scenario was flown by the pilots. As a result of pilot feedback from the first study, additional elements were added to the displayed symbology in the HMD. These were assessed during a second study. This consisted of a hover mission at a wind turbine.

From the analysis of the two simulator studies the following conclusions can be drawn.

1. The Microsoft HoloLens is a suitable COTS system for the purpose of performing HMD research. The versatile development environment and the high resolution binocular color display qualifies it for developing and testing new symbology layouts. With the easy integration into an existing simulator environment as the AVES research simulator it can be used as a full functional HMD during simulated helicopter flight missions. Newly developed symbology layouts, color concepts or potential benefits in workload or situational awareness can be implemented and tested with a lower effort than with commercial aviation-approved HMD.
2. All participating pilots concluded that they would welcome an HMD system like the one used in this study for use during commercial or police helicopter operations.
3. The integration of engine monitoring indications is considered essential during operations close to ground like hover, landing and take off by all pilots. While in a two pilot cockpit configuration this is an optional information for the pilot flying, it was considered essential in a single pilot configuration. Especially in commercial offshore operations, pilots are required to perform flights in the highest performance class to ensure passenger safety. To guarantee being in the correct performance margins, pilots need the engine indication in high workload maneuvers (e.g. hovering whilst deploying personnel). The layout of the engine indication needs to be adjustable to the respective helicopter model avionic layout and to pilots habits. Nearly all pilots preferred a layout in the HMD which is close to the head-down indication of their usual helicopter model.
4. Since the pilots had outside visual cues during the hover maneuver at the wind turbine, most pilots considered the drift indicator unnecessary. Only during situations with poor or no usable visual cues (e.g like hoisting in open sea) this system might increase performance and reduce workload. This scenario could be tested in future research efforts.
5. During the Missions 1-3, no *significant* objective improvement by using an HMD can be seen. Evaluating the data from the experimental flight data recording system, variables like the distance flown, time between mission segments, speed or control deflections are not significant different without and with the HMD.
6. The situational awareness, as evaluated using a SART 10D, increases for nine out of ten pilots by using an HMD in Mission 1-3.
7. The workload, as evaluated using the Bedford Workload Rating, decreases for three pilots and remains constant for two pilots using the HMD in Mission 3.
8. The overall workload, as evaluated using the NASA TLX score, decreases for 12 out of 15 evaluations using the HMD in Mission 1-3.

REFERENCES

1. Europäische Union, “Durchführungsverordnung (EU) Nr. 923/2012 der Kommission vom 26. September 2012 zur Festlegung gemeinsamer Luftverkehrsregeln und Betriebsvorschriften für Dienste und Verfahren der Flugsicherung und zur Änderung der Durchführungsverordnung (EG) Nr. 1035/2011 sowie der Verordnungen (EG) Nr. 1265/2007, (EG) Nr. 1794/2006, (EG) Nr. 730/2006, (EG) Nr. 1033/2006 und (EU) Nr. 255/2010: VO (EU) Nr. 923/2012,” .
2. Clark, G. A., *Helicopter Handling Qualities in Degraded Visual Environments*, Dissertation, University of Liverpool, Liverpool, 2007.
3. Lehmann, P. H., Jones, M., and Höfinger, M., “Impact of Turbulence and Degraded Visual Environment on Pilot Workload,” *CEAS Aeronautical Journal*, Vol. 8, (3), 2017, pp. 413–428. DOI: 10.1007/s13272-017-0246-3
4. International Civil Aviation Organization, “Annex 14 Aerodromes, Volume II (Heliports),” .
5. Viertler, F. X., *Visual Augmentation for Rotorcraft Pilots in Degraded Visual Environment*, Dissertation, Technische Universität München, München, 2016-11-10.
6. Viertler, F., and Hajek, M., “Evaluation of Visual Augmentation Methods for Rotorcraft Pilots in Degraded Visual Environments,” *Journal of the American Helicopter Society*, Vol. 62, (1), 2017, pp. 1–11. DOI: 10.4050/JAHS.62.012005
7. Walko, C., “Integration of Augmented-Reality-Glasses into a Helicopter Simulator with Front Projection,” *Deutscher Luft- und Raumfahrtkongress (DLRK)*, 2018.
8. Duda, H., Gerlach, T., Advani, S., and Potter, M., “Design of the DLR AVES Research Flight Simulator,” *Proceedings of the AIAA Modeling and Simulation Technologies (MST) Conference*, 2013.
9. Hamers, M., and von Grünhagen, W., “Nonlinear Helicopter Model Validation Applied to Realtime Simulations,” *American Helicopter Society 53th Annual Forum*, 1997.
10. Gotschlich, J., and Jones, M., “Online Trimming of Flight Dynamic Models Using the 2Simulate Real-time Simulation Framework,” *AIAA SciTech 2018*, 08.-12.01.2018. DOI: 10.2514/6.2018-0120
11. Walko, C., and Schuchard, B., “Increasing Helicopter Flight Safety in Maritime Operations with a Head Mounted Display,” *45th European Rotorcraft Forum 2019 (ERF)*, 2019.
12. Hart, S. G., and Staveland, L. E., “Development of NASA-TLX (Task Load Index): Results of Empirical and Theoretical Research,” *Human Mental Workload*, edited by P. A. Hancock and N. Meshkatis, Vol. 52, *Advances in Psychology*, North Holland Press, Amsterdam, 1988, pp. 139–183. DOI: 10.1016/S0166-4115(08)62386-9
13. Taylor, R. M., “Situation Awareness Rating Technique (SART): The Development of a Tool for Aircrew Systems Design,” *Situational Awareness in Aerospace Operations: AGARD-CP-478*, edited by R. M. Taylor, 1990.
14. Roscoe, A. H., and Ellis, G. A., “A Subjective Rating Scale for Assessing Pilot Workload in Flight: A Decade of Practical Use,” .
15. Human Systems Integrations Division, NASA Ames Research Center, “NASA TLX: Paper/Pencil Version,” .

AUTHOR CONTACT

Malte-Jörn Maibach Malte-Joern.Maibach@dlr.de
 Michael Jones Michael.Jones@dlr.de
 Christian Walko Christian.Walko@dlr.de

ACKNOWLEDGMENTS

The work in this paper was funded through the projects HELMA and HEDELA of the Program Coordination Defence and Security Research (PK-S) within the German Aerospace Center (DLR). The first campaign was prepared and conducted by Dr. Bianca Schuchard and Christian Walko, as described in (Ref. 11). A special thanks go to the supporting pilots from the Flight Service of the German Federal Police, German Armed Forces, DLR, HTM and Wiking.

APPENDIX

The appendix contains the questionnaires and scales used in the piloted simulator study. Fig. 22 shows the NASA TLX Scale, Fig. 23 shows the Bedford Pilot Workload Rating Scale and Fig. 24 shows the Situation Awareness Rating Technique (SART) scale.

NASA Task Load Index

Name	Task	Date
------	------	------

Mental Demand How mentally demanding was the task?

Very Low Very High

Physical Demand How physically demanding was the task?

Very Low Very High

Temporal Demand How hurried or rushed was the pace of the task?

Very Low Very High

Performance How successful were you in accomplishing what you were asked to do?

Perfect Failure

Effort How hard did you have to work to accomplish your level of performance?

Very Low Very High

Frustration How insecure, discouraged, irritated, stressed, and annoyed were you?

Very Low Very High

